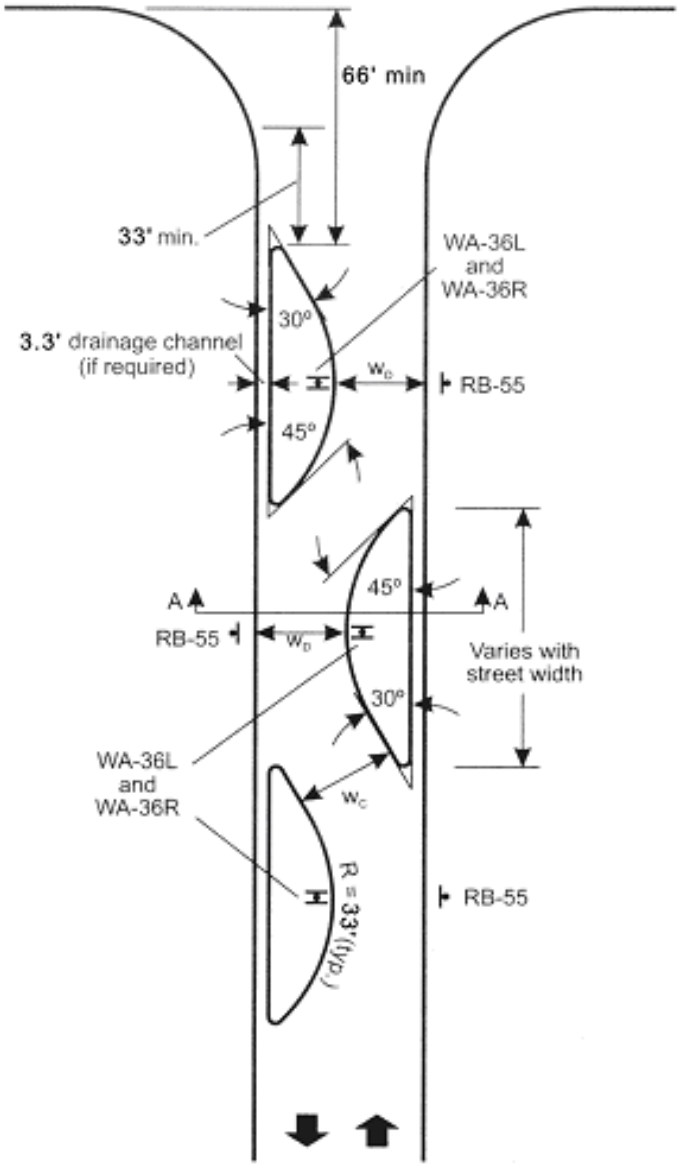
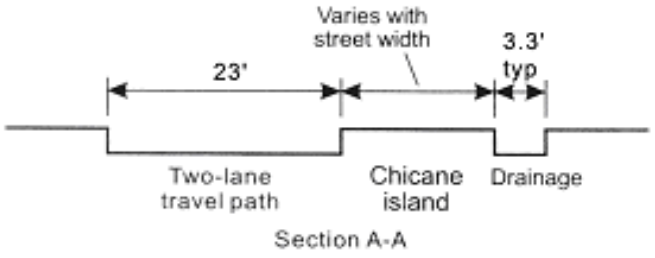
CHICANE SPECIFICATIONS



- The travel path through the chicane can be one lane or two lanes as noted.
- Spacing of chicane segments dependent on site considerations, e.g. driveway locations.
- Island plantings should not obscure driver's view of chicane traffic.
- Additional RB-55 signs may be required to satisfy local convention.
- Bicycles are to use the same path as motor vehicles, not the drainage channel.
- Depending on local climate and preference, vertical delineation other than Object Markers (WA-36) may be more appropriate. Possible alternatives include bollards, Delineation Markers (WA-37), landscaping and curb painting.

Sign Descriptions:

RB-55	Stopping Prohibited
WA-36	Object Marker



Section A-A

	Two Lanes	One Lane
w_o	23'	15'
w_c	20' min	12' min

Table 1

Stagger length and car speeds				
Lane width 'B' (feet)	**Free view width 'A' (feet)**	**Stagger length 'L' to achieve the required vehicle speed in chicane**		
		15mph	**20mph**	**25mph**
9.84’	+3.3’	19.7’	29.5’	45.9’
	0	29.5’	42.7’	59.1’
	-3.3	39.4’	42.7’	59.1’
11.50’	+3.3’	-	-	36.1’
	0	29.5’	39.4’	49.2’
	-3.3’	36.1’	49.2’	62.3’
13.1’	+3.3	-	23.0’	29.5’
	0	-	29.5’	39.4’
	-3.3	-	36.1’	49.2’

Table 2

Minimum dimensions of stagger length for larger vehicles			
	Stagger length 'L' (feet) needed for a free view width of 0.0 feet		
Lane width	9.8’	11.5’	13.1’
Artic. Truck	65.6’	49.2’	36.1’
Rigid Truck	39.4’	29.5’	23.0’
Bus	42.7’	36.1’	29.5’

NOTES:

1. Stagger length (L)

   The length between the start of the stagger on the offside and the finish of the stagger on the nearside, or vice versa, for a one-way approach. Increasing the stagger length increased mean speeds. Short stagger lengths prevented the passage of large vehicles such as articulated vehicles.

2. Lane width (B)

   The width of the approach lane. There was little effect on speeds when the approach lane widths were varied. The trials indicated that drivers were prepared to remain behind cyclists where it was obvious that there was insufficient space to pass.

3. Free view width (A)

   The offset between the offside curb and the nearside curb as viewed through the stagger, on a one-way approach. Changing the free view width from +1m to -1m reduced mean speeds by about 10mph.

4. Visual Restriction

   Obscuring forward visibility across the bulb-outs. This had a positive effect in reducing speeds by 2mph to 4mph. To avoid compromising the safety of children, any barrier provided for this purpose should not be higher than 600mm. Although in the trials the barrier was built up to the carriageway edge, it will normally be preferable to provide a clearance between the barrier and the carriageway edge to avoid the barrier being struck. Reductions in speed may then be less